

taste, and a zealous advocate of consistency in design and architecture.

The committee of the club has just set an example highly creditable to the order to which it belongs, and which is calculated, if followed by other bodies, or by wealthy individuals, to encourage the art of design more than any thing that has yet been done in this country.

Disregarding the old practice of allowing upholsterers to give designs, they, instead, employed and paid a professional artist to make the required drawings, under the direction of the architects of that mansion; and the result has been eminently successful, the furniture being thoroughly in keeping with the architecture, and contributing greatly to the effect and beauty of the interior, according to the opinion of every visitor.

The novelty of this plan forms a striking contrast to the principle laid down by a committee of Parliament, appointed to examine the charges for the furniture of Windsor Castle, manufactured by Messrs. Seddon; they struck out all charges for designing and drawings, setting forth as a reason that a manufacturer should be his own designer. Comment is superfluous—but the result was most mischievous, and most injurious and degrading to designers, for manufacturers could no longer charge for designs without fear of having them struck out of their estimates or charges; besides every manufacturer was, as it were, privileged by Act of Parliament to consider himself a man of taste and a qualified designer, and quite independent of professional artists.

However, brighter days are at hand, and the public begin to be sensible of the fact, that many years of hard study in the art of design, and exclusive attention to it, can alone make a designer.

I am, Sir, &c.,  
40, Brompton-square. H. WHITAKER.

### Miscellaneous.

**DECORATIVE ART SOCIETY.**—On Wednesday, the 12th inst., a paper was read by Mr. Dwyer "On the interior decorations of the Royal Exchange." He referred to a former paper read in December last, and contended that the decorations did not improve upon further acquaintance; that the ceilings and walls contrasted painfully with the floor and pilasters; and that, admitting the style of decoration to be an approved taste, this incompleteness in such a building was much to be regretted. He suggested that an ornamental or a mosaic pavement in the ambulatories, comprehending in its design decided lines assisting the perspective, would tend to improve the whole effect of the interior. That the walls might have been adorned with representations from the history of commerce—such as the signing of important treaties, or by portraits of celebrated men, who have been connected with the rise and progress of our commercial greatness; and that these works ought to have been by our leading English artists, as offering to them a public gallery for their productions. A question was put respecting "the vehicles used for the wax or encaustic painting" at the Exchange, but no satisfactory reply was obtained, and information was again solicited upon this important point, which, in fact, marks the distinction between *encaustic* and *distemper* painting, between durability and that which is not durable. The invention (patented by Mr. Dicksee), of compressed glass mosaics for pavements, for mural decorations, or for furniture, was explained, and some beautiful specimens exhibited in the room; this led to some further remarks on the exclusiveness of the Gresham Committee, to whom this inventor had applied to be allowed to shew his specimens, but no notice was taken of the request. It was thought that had there been a competition afforded to artists generally, much better results in the decorations of the Exchange would have been realized.

**CITY BRICKLAYER.**—A vacancy having occurred in this appointment, caused by the death of Mr. Cartwright, several parties have announced themselves as candidates. The appointment is in the gift of the lord mayor, aldermen, and common council, and when contested is determined by vote.

**THE ELECTRIC TELEGRAPH.**—The speed of railway communication, wonderful as it seems, is infinitely eclipsed by another nobler invention, the gift of science to the useful arts, and which may be pronounced little less than miraculous; we mean the electric telegraph. A motion made at one end of the line, extending from London to Portsmouth, a distance of 88 miles, was conveyed to the other without any sensible lapse of time. It is not doubted that by similar apparatus, consisting simply of wires with powerful magnets at each end, intelligence could be conveyed in the same instantaneous manner from London to Edinburgh, or Inverness. The expense for the 88 miles was only £24,000, or rather less than £300 per mile. There is little doubt that they will be extended to all the more vulnerable extremities of the land; and it is easy to see how vastly this beautiful invention, combined with railways, will add to the security of the kingdom, both from foreign invasion and domestic insurrection. The electric wires, extending over the island, may be compared to the nerves ramified over the body, which give instant notice of the slightest movement in the most distant member. The government seated in the sensorium will enjoy, when danger threatens, a sort of omnipresence. It will be able to communicate with the remotest parts in a few seconds, to know what is passing in these parts, and to direct, without the loss of an instant, the measures which the conjuncture requires. The danger known, the railways furnish immediate and gigantic powers to meet it. With their aid, a march, which in former times occupied a month, is contracted to a day; and supposing ten thousand soldiers to be stationed in London, they could now be sent to York in less time than would have been spent on the march to Windsor seven years ago.—*Scotman.*

**PRESSING WORKMEN.**—Our contemporary the *Literary Gazette* says, a curious document has been lately published by the Comité Historique of Paris, concerning the completion of the Louvre and the Tuileries. It belongs to M. A. Lenoir, and was once in the office of the Grand Provost of France. It appears from this paper that all masons and other handcraft men could be forced to work upon the king's buildings, by order of the provost, to the exclusion of all other buildings, which they were obliged to abandon for the time being. The king (Louis XIV.), after ordering all due preparations to be made for the collecting of stone, &c., commands that, while these palaces shall require the aid of a considerable number of hands, no workmen in Paris shall be allowed to work on any other edifices whatever; and further, that no person shall presume to erect any building in Paris and within ten leagues round, under penalty of 10,000 livres fine for the first offence, and the galleys for the second. It is observed that in certain cemeteries of France—and it is known to have been especially the case within the cloisters of monasteries—there exist lofty crosses of stone, with a stone pulpit attached to them. This cross is styled the *Hosannah* cross; because on Palm-Sunday a procession was made thither from the church; certain prayers were offered up there, and the "Hosannah" sung.

**ENLARGEMENT OF KING'S COLLEGE HOSPITAL.**—A public meeting was held on the 13th inst., at Willis's Rooms, King-street, St. James, under the sanction of the council of King's College, for the purpose of originating a subscription for the above object. His Grace the Duke of Buccleugh presided, and was supported by the Bishops of London and Lichfield, Lord John Russell, Sir Robert Inglis, the Governor of the Bank of England, Mr. Alderman Copeland, &c. 15,000*l.* is the sum required to complete the increased accommodation proposed. The contributions announced at the meeting amounted to upwards of 2,000*l.* The Queen sent a donation of 100*l.*, and the Queen Dowager one of 150*l.* There still remains to be raised 13,000*l.*

**ROYAL COMMISSION OF FINE ARTS.**—In consequence of applications from sculptors requesting to be allowed to exhibit in Westminster Hall specimens of their art, a notice has been issued inviting artists to send models for statues or groups, during the first week in June next, to Westminster Hall, to be there exhibited, subject to the regulations and conditions which were published relative to the former exhibitions.

**RAILWAY UNDER THE THAMES.**—At the annual meeting of the proprietors of the Thames tunnel, held last week, the chairman, in answer to a question whether there was any truth in the report that a proposition had been made for the construction of a railway through one of the adits of the tunnel, stated that "A plan was submitted by the late Mr. Samuda, who proposed to form a railway through the tunnel, for the conveyance of carriages and carts, one side being for foot-passengers, and another for vehicles. The apparatus for the railway would cost about 10,000*l.* When it was sufficiently matured, the plan would be laid before the proprietors."

**MASTER CARPENTERS' SOCIETY.**—A meeting of this society will be held at the Freemasons' Tavern, on Wednesday evening, the 26th inst., when, the usual business being disposed of, new members will be admitted. Several of the clauses in the New Buildings Bill will be brought before the board and discussed.

**ART UNION OF LONDON.**—We draw the attention of our readers to the advertisement of this widely-spread institution in another part of the journal. The subscription lists will be closed on the 31st inst., and the general meeting for the distribution of the funds will be held on Tuesday, the 22nd of April.

### NOTICES OF CONTRACTS.

[We are compelled by the interference of the Stamp Office to omit the names of the parties to whom tenders, &c., are to be addressed. For the convenience of our readers however, they are entered in a book, and may be seen on application at the office of "The Builder," 2, York-street, Covent-garden.]

A Plan, Specification, and Estimate, for a Pier, Slip, or Jetty, to be erected at Weston-super-Mare, Somerset. Twenty-five guineas is offered for the most approved plan. March 24.

For the supplying and erecting a Water-tank for the Sheffield and Manchester Railway Company. March 25.

For supplying her Majesty's several Dock-yards with Riga Hand Masts and Fir Timber, Dentic Deck Deals and Fir Timber, and Norway Spars. March 28.

For the erection of Waiting-rooms, &c. for a Steam-boat Pier, at the Market-quay, Blackfriars-bridge. March 28.

For supplying the Commissioners of the Great Dover-road district, Newington, Surrey, with the best-tooled York Paving-stone, and the best Guernsey Granite; also for labour and mortar in taking up, squaring, and relaying old pavement-stone. March 28.

For the supply of 11,000 feet of nine-inch cast-iron Pipes for a new line of Aqueduct to be laid in the Island of Malta. March 31.

For the supply of Rails and Chairs for the Eastern Counties Railway. March 31.

For the erection of a new Workhouse at Stratton, St. Margaret, about Midway between Swindon and Highworth, Wiltshire. April 2.

For certain repairs to Snake Bridge (over the River Alde), Suffolk. April 2.

For Lighting Camden-town, St. Pancras, with coal-gas for five years, from the 24th of June next. April 3.

For the erection of a Church in the parish of St. Thomas, Winchester. April 5.

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For cutting, forming, and completing a new line of Private Carriage-road, one mile in length, from Whitehaven Castle, Cumberland, the seat of the Earl of Lonsdale, to the Turnpike-road, between Bransty toll-bar and Lonsdale-place, near the town of Whitehaven. April 7.

For constructing the fourth division of the Great Southern and Western Railway. April 8.

For about 250,000 Railway Sleepers not less than 9 feet long, for the Chester and Holyhead Railway. April 9.

For erecting at Alresford, Hants, between five and six thousand feet superficial of new Brickwork, to be either neat flat, joint pointed with white mortar, or neatly tuck-pointed. The parties to find labour and the erection of scaffolding only. April 10.

For the restoration of the Parish Church of Grays Thurrock, Essex. April 12.

For submitting a plan of a Tread-wheel, and constructing the same in the Common Gaol of Great Yarmouth, Norfolk. April 24.

For all the Works to be done in the erection and completion of the new cast-iron Bridge over the Haven of Great Yarmouth, including the finding of labour, certain materials, &c. April 26.